

# Pabst beer is always pure

Brewed in a plant as clean as the cleanest home kitchen—always open to your inspection—\$8,971 visitors last year.

## MATTAPONI RIVER BEHAVED BADLY

Damaged Tracks of R. F. & P. for Long Distance.

## A LARGE FORCE OF HANDS

Trains Have to Be Sent Around Long Circuit, and All Get in Late—Passengers Much Inconvenienced.

The Traffic Very Heavy.

The Richmond, Fredericksburg and Potomac will probably run trains through to Washington over its own line to-day for the first time since Monday morning.

Since noon Monday the operation of trains over the road has been suspended on account of the high waters of the Mattaponi River between Milford and Wood's Lane.

General Manager Duke, of the Richmond, Fredericksburg and Potomac, stated last night that he expected No. 22, the northbound passenger train, to leave Richmond at 4:22 this morning, would be the first train to get through.

Reports from the flooded district last night stated that while the water had fallen decidedly at the point of the first break, five miles above Milford, it was still rising at the rate of six inches an hour at the Mattaponi bridge, three miles below that station. The distance affected by the high water is more than eight miles, in which there have been already several washouts. Through this section the tracks of the Richmond, Fredericksburg and Potomac runs parallel to the Chesapeake and Ohio for a distance of four to ten feet higher and at a distance from the stream ranging from one hundred yards to a quarter of a mile.

Late yesterday afternoon the gravest danger was threatened at a point where the tracks of the Richmond, Fredericksburg and Potomac bridge, about a mile and a half from the bridge, the water has been rising to the strength of the fill since Monday afternoon, with the result that much damage has been done, the exact extent of which has not been learned.

ALL TRAINS LATE. Since the tie-up on Monday all Richmond, Fredericksburg and Potomac Railroad trains have been run into Washington by way of the Chesapeake and Ohio from Doswell to Orange, and from there over the Southern into the Capital City. This has caused most irregular schedules, throwing all trains many hours late.

The traveling public has been greatly inconvenienced through the disorganized operation of trains. Unfortunately just at this time the movement is unusually heavy, on account of the meeting of the Grand Camp, of the G. A. R. in Washington, and many of those persons taking advantage of the cheap rates from the South into the Capital City, have been delayed. The Richmond, Fredericksburg and Potomac Railroad has run local trains from Fredericksburg to Washington.

This is the first trouble the Mattaponi River has given since 1899, when at the time of the Johnstown flood it was on the rampage and swept out several miles of Richmond, Fredericksburg and Potomac Railroad track. Large forces of hands are at work on the track above Milford, and as the water subsides the road bed is being repaired.

## IRRIGATION CONGRESS

Too Much Praise Cannot Be Given the President, Says Maxon.

(By Associated Press.) COLORADO SPRINGS, COLO., October 7.—A sensation was sprung in the National Irrigation Congress in the action of the Executive Committee voting to ratify the meeting of the Irrigation Congress be merged with those of the Trans-Mississippi Congress next year. The Utah delegation of forty members, the largest outside of Colorado, are emphatically against the merger.

In his report Secretary Maxon said in regard to President Roosevelt's participation in the preliminary work of the Congress, that credit cannot be given to President Roosevelt for his part in the passage of the irrigation bill. To his firm stand for irrigation legislation at this session the passage of the bill is undoubtedly due.

Secretary of Agriculture Wilson sent a telegram of greeting.

## WOUNDED MAN DIED

All Quiet on the Hudson Valley Road Yesterday.

(By Associated Press.) RAILSTON, N. Y., October 7.—All was quiet on the Hudson Valley Railway to-day. Troops guarded the entire line of railway, and the strikers avoided making any disturbances.

George Bourgeois, of Glens Falls, the deaf laborer, who was struck by a guardman on the head with a musket butt last evening, because he did not promptly move on, died to-day. He was twenty-eight years old and unmarried. He was on his way home from work in a mill when struck.

## AUTO SUIT DECIDED

Mr. Hughes Recovers Heavy Damages for Frightening of His Horse.

(By Associated Press.) TRENTON, N. J., October 7.—A jury in the United States Circuit Court to-day, after five days' trial, awarded \$12,000 damages to Joseph B. Hughes, of New York, in his suit against Folio Warburg, a banker of that city, and a member of the firm of Kuhn, Loeb & Co. Hughes claimed damages for injuries sustained by the running away of his horses that were frightened by an automobile of Warburg's at Seabright, N. J.

Warburg himself was not in the automobile at the time the horses were frightened.

Featureless Races. (By Associated Press.) SAVANNAH, GA., October 7.—The motor-acted races at the Coliseum to-night were unsatisfactory, owing to a lack of the fastest motors. Joe Nelson was forced to ride behind a slow

machine, because his own was disabled. Two heats of ten miles each, between Bobby Walthour and Joe Nelson, and Walthour and Jay Eaton, were each won by Walthour in 14:39 and 14:45, respectively. The races were without feature.

## LIPTON CHALLENGES AGAIN FOR AMERICA'S CUP

(By Associated Press.) LONDON, October 7.—Sir Thomas Lipton's third challenge for a series of races for the America's cup was signed this afternoon at Belfast, Ireland, by the officials of the Royal Ulster Yacht Club.

Charles Russell represented Sir Thomas Lipton. The challenge was immediately posted and goes to New York in the White Star Line steamer Oceanic, which sails from Liverpool to-morrow.

The fact that the challenge was mailed to New York was not published here to-day, but the comments made on the subject by yachtsmen when informed of it were indicative of the interest in Great Britain identify themselves as completely and enthusiastically with this challenge as they did with the two which preceded it.

Mr. Lipton has approached the problem of producing a winner in a manner radically different from that employed in the construction of any previous challenger. Hitherto the idea dominating the design was to secure length and power. The lines and measurements of the Shamrock III, suggest that the first idea has been to get a boat better suited to autumn weather off Sandy Hook.

The challenger will be built at the Denby's yard, and nickel steel will be employed throughout her frames, plating, deck and principal spars.

## OFFERED TO SELL

Suit of Minority Holder Will Probably Be Settled by Purchase of His Stock.

(By Associated Press.) CHICAGO, ILL., Oct. 7.—The regular annual meeting of the stockholders of the Chicago and Alton Railway Company was held in this city.

H. D. Laughlin, minority stockholder, who yesterday filed suit against the company attacking the validity of the lease entered into between the Chicago and Alton Railway Company and the Chicago and Alton Railway Company, appeared at the meeting and offered to sell his stock. It is probable his offer will be accepted, thus disposing of the question.

The outgoing directors, Norman B. Ream, D. R. Forgan, B. H. Harrison, and George J. Gould, were re-elected to succeed themselves.

The statement for last year was submitted and shows a decided increase in net earnings, but a decided decrease in operating expenses. The fact is doubtless due to the physical improvements that have been made and which were charged to the operating expenses.

## YOUNG CORBETT FAT

Philadelphia Man Was Not Knocked Out by the Wonder.

(By Associated Press.) PHILADELPHIA, PA., October 7.—Young Corbett and W. D. Lenny, of this city, sparred six rounds at Industrial Hall to-night, and the local man was in good shape at the conclusion of the bout.

In the sixth round Corbett knocked Lenny down twice and sent him to his knees once, besides fighting Lenny to the floor just before the round ended. The bell evidently saved a knock-out.

Corbett laid the best of the fight from the start, but Lenny used his left to advantage and excited the admiration and enthusiasm of his friends. Corbett appeared a true fat.

## PREACHERS GO TO JAIL

Agree to Pay Heavily to Avoid Penitentiary Sentence.

(By Associated Press.) ATLANTA, GA., October 7.—A Constitution special from Greensboro, N. C., says:

"The Amos Owen Cherry Tree Company swindling cases came up in the Federal Court here to-day, and the defendants agreed to pay \$5,000 as restitution money, and this term and sentence of \$5,000 at the December term in Charlotte.

"This will excuse them from a penitentiary sentence, but they will have to serve terms in jail.

Rev. J. W. Bright and Dr. Frank Bright and C. D. Wilkie are the principal defendants.

## NOT A CITIZEN

Those Who Live in Porto Rico Have a Questionable Standing.

(By Associated Press.) NEW YORK, October 7.—A decision was handed down to-day in the United States Circuit Court by Judge Crampton in which he holds that a citizen of Porto Rico is not a citizen of the United States and as such entitled to land here without interference from the immigration authorities, but is, the Insula decisions notwithstanding, an alien within the meaning of the law.

Negro Odd-Fellows. (By Associated Press.) NEW HAVEN, October 7.—Delegates from nearly every State and also from the West Indies, South America, South Africa and England assembled here to-day for the opening of the convention of the Grand United Order of Odd-Fellows of America (colored). There were 30 present at the first meeting, when Mayor John P. Studley gave them a welcome to the city.

Old Board Re-Elected. (By Associated Press.) NEW YORK, October 7.—The annual meeting of the stockholders of the North-eastern Pacific Railway Company was held in this city to-day, and the old Board of Directors was re-elected. After the meeting of the stockholders the statement was made that only routine business was transacted.

Major C. H. Clarke, who has been ill at the residence of his daughter, No. 237 East Grace Street, is somewhat better.

Hon. John C. Cunningham, of Cunningham, N. C., was one of the visitors in Richmond yesterday. Mr. Cunningham is the largest tobacco planter in the South. He says his crop of the weed is unusually fine this year.

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## SOME OF THE HORSES TO BE SHOWN HERE

Many Blue-Ribbon Winners Are on the List.

CLASSES ARE WELL FILLED

Exhibitors Enter Their Horses in Many Different Classes—Official Program of Horse Show to Be Issued in a Few Days.

But one week and Richmond will be in the midst of her second annual Horse Show which, as it seems now, will be the greatest exhibition of hunters, jumpers and harness horses ever given outside of New York. The entry list which is given out in part to-day, shows that many of the most celebrated show horses in America have been entered in many classes, and assures the public of the success of the exhibition. The horses come from New York, Baltimore, Washington, Chicago, New Jersey and Virginia and are owned by exhibitors whose names are known throughout the horse world as owners of the best in the land, and winners of the blue ribbon at many shows.

The official programme, which will be issued on Saturday of this week, will be an artistically gotten-up catalogue of more than eighty pages, containing all information concerning exhibitors and their horses. It will show the entries of each exhibit, with a description of each of his horses as they appear in the several classes.

At this time the greatest interest is shown in the horses to be exhibited, and in that connection Secretary Warthen gives out the following entries, which will be among those seen in the ring when the show opens next week:

Mrs. Nannie Langhorne Shaw's "Queen Bee," bay mare, jumper, in the ladies' riding classes.

"Crusader," bay gelding, exhibited by A. S. Craven, of Greenwood, Va., in the jumping classes.

"Fortune," "Misfortune," "Act-a-Bit," "Stop-a-Bit," in the harness classes, by Mrs. Albert Young, of New York.

"Forest King," black gelding, exhibited by James E. Porter, Louisa.

"Forsell," a sorrel gelding, both in the jumping classes.

"Lady Belle," chestnut mare jumper, A. H. Fulton, Leesburg.

"Fearless II," roan gelding, and "Squire," bay gelding, jumpers, W. V. Thraves, Belton, Va.

"Buck," chestnut gelding, and "Fride of Dahlem," in jumping and tandem classes, Mrs. Alfred E. Dietrich, New York.

"Pathfinder," chestnut gelding, "Buckle," bay gelding, and "Blizzard," chestnut gelding, tandem and jumping classes, Lewis G. Young, New York.

"Kathleen," gray mare, "Bachelor," bay gelding, "Munchausen," chestnut gelding, jumpers, John P. Dulaney, Upperville.

"Flagree," "Telegram," "El Captain," and "Pelham," in tandem and harness classes, W. S. Forbes and sons, Richmond.

"David Harum," "Lord Radiant," "Fashion," "Whirl," and "Patience," in tandem, four-in-hand, and jumping classes, Mountain View Stock Farm.

"Brownette," "Carmenita," "Rajah," and "Pasha," in tandem, four-in-hand, and harness classes, Dr. F. D. Owsley, Chicago.

"Up-to-Date," "The Lamb," "Ogimuz," "Milemore," "Mourning," "Fire Brand," "Banister," and "Sea Gull," in jumping classes, Hampton Stock Farm.

"Peacock," brown gelding, in saddle classes, and "Red Hawk," chestnut gelding, in jumping classes, T. L. Evans, Warrenton.

"Robin Adair," bay gelding, in saddle classes, Mrs. Blair Johnson, Warrenton.

"Raffles," "Whirl," and "Patience," in harness classes, Mr. Richard Wallack.

"Hats Off," roan gelding, in saddle classes, Dorsey M. Williams, Ellicott City, Md.

"Brunette," "Bachelor," and "Arnora," jumpers, Mr. Allen Potts, Richmond.

"Royal Rival," in saddle classes, Mrs. Allen Potts, Richmond.

"Watson Belle," brown mare, in harness classes, Duffey Bros., Middleburg.

"Pathfinder," chestnut gelding, jumper, Mrs. Stewart Lee, Bruxton, Md.

"Princess," bay mare, jumper, Mrs. J. M. Allen, Chicago.

"Miss English," bay mare, jumper, J. M. Allen, Chicago.

"Churchill," chestnut gelding, jumper, Julian Morris, Campbell, Va.

"Easter," chestnut mare, and "Guy Rock," grey gelding, jumpers, Robert M. Taylor, Towson, Md.

In class 34, ladies' green hunters, there are fifteen entries. One of the handsomest horses that is entered is Lightfoot, black gelding, three years, McComb Bros., Orange county. He has captured blue ribbons in the park saddle classes at all the Virginia shows this summer.

The following list will show the number of classes in which many of the exhibitors have entered:

H. C. Beattie, of Richmond, ten classes; J. P. Dulaney, of Upperville, ten classes; Mr. Alfred Dietrich, of New York, eight classes; W. S. Forbes and sons, of Richmond, eight classes; Mr. James H. Grant, of New York, seven classes; Hampton Stock Farm, seven classes; Mrs. Charles Hurlkamp, of Fredericksburg, thirteen classes; Mountain View Farm, Marshall, Va., twenty-two classes; McComb Bros., of Orange, twenty-two classes; Dr. F. D. Owsley, of Chicago, eighteen classes; Mr. and Mrs. Allen Potts, of Richmond, fourteen classes; Mrs. Courtland H. Smith, of Theological Seminary, ten classes; Mr. and Mrs. C. W. Smith, of Warrenton, fourteen classes; Tennant and Tennant, of New York, eleven classes; Mr. and Mrs. Richard Wallack, of Warrenton, eleven classes; Mrs. Alfred Young, of New York, twenty-two classes; Mr. Lewis J. Young, of New York, fourteen classes, and Mr. Robert M. Taylor, of Towson, Md., nine classes.

This week's sale of tickets has so far seen the demand for greater each day for seats. The management requests all persons who have had tickets put aside to call for the same before closing hours Saturday evening.

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## SECRETARY SHAW FOR METRIC SYSTEM

It Must Come Sooner or Later, and Sooner the Better.

NEW YORK CUSTOMS HOUSE

Corner Stone Laid With Impressive Ceremonies—Present and Former Secretaries of the Treasury Were Speakers of Occasion.

(By Associated Press.) NEW YORK, October 7.—The corner-stone of the new New York Customs House was laid to-day. The ceremonies were made impressive by the presence of a number of committees of prominent men from the leading mercantile and industrial organizations and details of militia and regular troops. Speeches were made by Secretary of the Treasury Shaw and former Secretary Gage.

Secretary Shaw said in part: "Our foreign commerce, like the productive and consumptive capacity of our people, has increased more rapidly than our population. Since 1890 our population has multiplied by two and one-half, while our foreign commerce has multiplied by three and one-third. Thus our very prosperity redounds to the advantage of those across the seas, who supply that which we do not produce.

"Not only is this true, but the public revenues are dependent to a great measure upon our prosperity. In 1894 we had a deficit in round numbers of \$70,000,000. I have had the actuary of the Treasury Department carefully estimate the probable result if the conditions existing in 1894 were repeated, and the people of the United States were to produce, to import and to export in the same proportion per capita that they did in that year, and of the same class of goods, and he estimated our annual deficit, under the present revenue laws of the United States, at approximately \$200,000,000.

METRIC SYSTEM. "We labor under a disadvantage, as compared with other countries, in our standard of weights and measures. Sooner or later we must come to the metric system, and in my judgment, the sooner the better. But we have the advantage over other countries in that we have a common money denomination. I wish I might say monetary system."

In conclusion he said: "Give us a currency as secure, a banking policy as elastic, a system of weights and measures as convenient as our rivals, give us non-partisan support to our ship communications with countries in South America, South Africa, and the islands, give us the isthmian canal, and we ought to be able to maintain such relations to the commerce of the world as will conserve the peace and growth of all nations, while we carry beneath every sky a larger flag and the object lesson of that stands for equal rights and justice according to law."

Several indications from different directions point to such a conclusion.

In the first place the dark crop in Virginia will be at least one-fourth larger than that of last year. High prices in the past year have given the farmer a lesson for the future and many set out to raise large crops and reap the rich harvest held out to them. This increase will be apparent on the Richmond market as well as in other portions of the State. During the past year about 7,300,000 pounds of loose tobacco were handled here; during the coming season the receipts will foot up at least 9,000,000, an increase of nearly 2,000,000. In other words the quantity of the weed marketed will be larger than for several years back.

The quality of the tobacco will also be of a higher order. The dark, fired stuff is gradually being relegated to the rear and sun or air-cured is being substituted. It is probable that a larger portion of the crop will be sun-cured this year than before.

Again there is every indication that prices will be sky-high in all lines. It is not seen how they could well go beyond those of last year, which was a record breaker, but there are many who believe they will. Lugs will be in great demand, and the season set forth a number of other varieties will not be.

During the past week the first of the new crop has been showing up and from the start it sold well, though this vanguard of the crop was of a rather saggy and disreputable character. The amalgamation of the Imperial and the American will hardly affect the prices, at least not this season. Each of these concerns, as well as the several branches of the Consolidated Tobacco Company itself, are compelled to have a certain amount of tobacco and though working under "community of interest" arrangements, they will not hesitate to bid against each other.

A summary of the crop conditions and the outlook for the new season is given in the current issue of the Southern Tobaccoist of this city, as follows:

Our tobacco crop is near about all right. It has in the first place matured gradually to enable farmers not to hurry cutting and curing it. It has had quite the right kind of weather to ripen it, such as heavy dews to thicken it, and the warmth of the days in September and the coolness of the nights in September have had time to save primings, too, that sell for enough to pay for a good part of the labor in saving the crop. The weight of tobacco will make up for the lack of area planted, and largely for the lack of area planted, and prices promise to be generally good, if not absolutely higher. It is probable that 65 per cent of the dark crop of Virginia will be cut by the time this is read. The weather is now apparently settled, somewhat rapid-becoming, and hence the crop will be in the hands of the farmer, and will be cured uniformly good, if it is cured for in curing. The tendency is to cure all possible mild or sweet, i. e., air-cured, where there is time, labor, and room for this purpose, as such tobacco has the double chance of selling to exporters and home manufacturers.

The advice to cure smaller leaves on plants, less than twenty-four inches, by air-fires, or sun-curing, is worth heeding on this shorter tobacco, where other than one-sucker can be well used as a domestic and export manufacturing filler, equally as well, and will find competition from all classes of buyers. Black wrappers are always in demand at best prices; a black or brown mottled, with good body, is the most desirable, and it is sold and uniformly so cured; a real black is also in special demand. These grades should be carefully sorted. Some fire on them is not altogether undesirable. The larger, larger 24 to 26 inch tobacco beyond will be wanted by the American

Believe It Is Murder. (By Associated Press.) NEW YORK, October 7.—The body of a white man with the legs tied together was found floating in the river at Jersey City to-day. The Jersey City police believe the man was murdered.

The pontoon bridge constructed across the Kansas River by the engineers was tested during the afternoon by a cannon shot. The bridge withstood every test and was declared by the umpires to be good enough for anybody in times of war.

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